VOL. LVIII .-- NO. 243

POPULATION 28,219

NORWICH, CONN., MONDAY, OCTOBER 9, 1916

TEN PAGES-70 COLS.

PRICE TWO CENTS

The Bulletin's Circulation in Norwich is Double That of Any Other Paper, and Its Total Circulation is the Largest in Connecticut in Proportion to the City's Population.

SEVEN STEAMSHIPS PESTROYED OFF THE NANTUCKET SHOALS

Bringing Passengers to Newport.

Details of the Attacks.

Later reports gave further details of the attacks. The Stephano met a

The West Point went down ten miles south of the Nantucket light-

First Wireless Warning-

The first wireless warning of the

presence of a hostile submarine in the

steamship line was given in the dis-tress signal of the West Point, which

came from other vessels rather than from shore though it might have come from Halifax, where the news was

received over land lines.
At 11:25 o'clock tonight the returning destroyer nearest home was still fifty miles from Newport and she was

not expected until early morning. A late message said that one destroyer

with two crews taken from the Nan-tucket lightship was bound for New York, but it was thought that this was probably a mistake

Naval Men Puzzled,

One thing that is puzzling naval men tonight is why the U-5; came into port yesterday and another thing that

is the subject of speculation of many outside the pavy why a destroyer flo-tilla of seventeen vessels was sent out

to rescue the crew of a single freight

to Newoprt to advise Rear Admiral Knight that he was about to attack

nostile shipping and contraband-

carrying vessels under the rules of in-ternational law Rear Admiral Knight

reiterated this evening that Comman-

der Rose's call was one of courtesy but it was suggested that the Ger-man commander wished to guard against loss of life through the aid of American vessels in picking up pas-sengers and crews of ships destroyed.

Submarine is in Lane of Passenge

and Freight Traffic.

submarine's guns apparently fired in warning was distinctly heard at Nan-

was at the moment these reports were heard was pure speculation. It was plain, however, that she had placed herself in the lane of passen-

ger and freight traffic and terrorized shipping along the coast.

Wireless Messages of Warning

Boston, Oct. 8 .- The booming of the

HEARD AT NANTUCKET

Just where the submersible

BOOMING OF GUNS

lightship.

The passengers and crews of des-

vessels who are being brough

Shipping on Atlantic Coast Ravaged by a Submarine of the German Imperial Navy

SHIPS SENT TO THE BOTTOM OR LEFT. CRIPPLED

Four British, One Dutch and One Norwegian Steamer Were Torpedoed—The Hostile Submarine is Believed to be the U-53, Which Came Into Newport Harbor Saturday Afternoon-The Destroyer Flotilla of the United States Atlantic Fleet is Picking Up Passengers and Crews of the Destroyed Vessels and Bringing Them Into Newport-So far as Known, There Was No Loss of Life-Wireless Messages Were Sent Broadcast Up and Down the Coast and Out Into the Atlantic Informing Shipping of the Presence of the Hostile Submarine-An American Steamer Was Held Up But Was Allowed to Proceed.

Bosion, Oct. 8.—The submarine arm of the Imperial German Navy ravaged shipping off the eastern coast of the United States today.

Four British, one Dutch and one Norwegian steamers were sent to the bottom or left crippled derelicts off Nantucket Shoals.

Topicht under the Meht of the burnt.

Nantucket Shoals.

Tonight under the light of the hunters' moon, the destroyer fiotilla of the United States Atlantic fleet was picking up passengers and crews of the destroyed vessels and bringing them into Newport, R. I. So far as known, there was no loss of life, though at a late hour the crew of the British 'steamer Kingston had not been accounted for.

Bringing Passengers to Newport.

American Steamer Held Up.

A submarine held up the American steamer Kansan, bound from New York for Genca with steel for the Italian government, but later on establishing her identity, allowed the American to proceed. The Kansan came into Boston harbor hate tonight for her usual call here.

The hostile submarine is believed to be the U-51 which paid a call to Newport yesterday and disappeared at sunset. Some naval men, however, declared that at least two submarines are operating close to the American Name. are operating close to the American shore though outside the three mile

The Ships Destroyed. The record of submarine warring. as brought to land by wireless des-patches, follows: British Freighter Strathdene Torpe-

doed. The Strathdene, British freighter, 'rew taken aboard Nantucket Shoals lightship, and later removed to New-port by torpedo boat destroyers. The vessel left New York yesterday for Bordeaux and was attacked at 5 a. m.

West Point Sunk Off Nantucket. The West Point, British freighter, torpedoed and sunk off Nantucket. Crew abandoned the ship in small boats after a short from the destroyer. The

were taken abound a destroyer. The vessel was attacked at 15 15 a. m. She was bound from London for Newport News.

Passenger Liner Sunk.
Stephano, British passenger, liner, plying regularly between New York, Halifax and St. Johns, Newfoundland. Torpedoed southeast of Nantucket Torpedoed southeast of Nantucket while bound for New York. Reported Ship Owners Notify Vessels at Sea. still affoat late tonight. Passengers Meantime ship owners in Boston still affoat late tonight. Passengers Meantime ship owners in Boston and crew numbering about 140, were were communicating with their vespicked up by destroyer Faich and transferred to the destroyer Jenkins and brought to Newport. The attack was at 4:30 p. m. were communicating with their vessels at sea. It is supposed that any information regarding the submarine activities that reached the battleships came from other vessels rather than

Destroyer Searching for Crew. Kingston, British freighter, torpedoed and sunk southeast of Nantucket Crew missing and destroyer searching for them. This vessel is not accounted for in maritime registers and may be the Kingstonian. The attack was

omersdijk, Dutch freighter, torpedoed and sunk south of Nantucket Crew taken aboard a destroyer, The steamer was bound from New York Rotterdam, having sailed last

Norwegian Freighter.

Chr Knudsen, Norwegian freighter torpedoed and sunk near where the Bloomersdijk went down. Trew picked up by destroyers. The vessel sail-

ed from New York Saturday for Lon-The sensation created yesterday when the U-53 quietly sliped into Newport harbor and as quietly slipped away three hours later was less than the shock in shipping circles when wireless reports of submarine attacks began to come into the naval radio stations just before noon today.
Within a few minutes the air was

literally charged with electricity wireless messages of warning shot up and down the coast. The submarine or submarines had taken a position directly in the steam-er lanes where they could hardly miss anything bound in for New York or

bound east from that port. Vessels Hurry Within Three MIL Limit. Vessels of the allied nations and neutral bottome carrying contraband

of war scurried to get within the three mile limit of the American shore. Several who were following the outcourse shifted and made for the le lane. The Stephano of the side course shirted and mare for the inside lane. The Stephano of the Red Pross Line, however, was caught outside the neutral zone. The destruction of this vessel was perhaps the biggest prize of the day. The craft had been sold to the Russian government and would have been used to the present ns an ice breaker after her present

arip.
Frantic Appeal Sent to Halifax. Frantic Appeal Sent to Halifax. In a flash after the first distress sig-shroughout the day and up to late nals of the West Point were sent

broadcast, wireless messages were racing up and down the coast and far racing up and down the coast and far out to sea, warning everything afloat that a German warship was operating in the steamer lanes. Every vessel equipped with wireless was warned to make for the three mile zone and the commanders of merchant vessels of the allies lost no time in shifting their courses. Those that were following what is known as the outside course turned to the inside course that would bring them closer to American soil. The passenger steamer Stecan soil. The passenger steamer Ste-phano which plies regularly between New York and St. Johns, Newfound-and, was bound west and was due off Nantucket tomorrow morning. When Nantucket tomorrow morning. When her British commander received his warning he shifted his course to bring his vessel within the inside lane.

British consular officers along the New England coast who had been advised by the Eritish subsessy to work. vised by the Eritish embassy to warn British shipping against the U-53 up-on her appearance at Newport yes-terday, renewed their caution on arning that the submarine had gone

PANIC AMONG SHIPPERS

ALL ALONG THE COAST Anxious Inquiries Made at the News paper Offices.

Boston, Oct. 8.—Something like a anic possessed the minds of shippers this city and at other points along coast when the first reports of the the coast when the first reports of the torpedoing were received from the radio station. The stories regarding the U-53 which appeared in the Sunday papers had aroused much speculation as to her mission and the news that she had attacked British vessels traveled fast. Anxious inquiries were made at the newspaper offices from seemingly almost everyone who had a seemingly almost everyone who had friend on the water or owned a sha of stock in a merchant bottom.

Gerards on a Neutral Vessel. The Frederick VIII. of the Scand navian-American line, which is bring g home the American ambassador Ing nome the American ambassador to Germany, James W. Gerard, and Mrs. Gerard, was 600 miles east of New York at noon today. Assurance that the ambassador and his wife were on a neutral vessel was given to inquir-ing friends by the press.

Strathdene Sunk.

A half hour later the submarine en ountered the Strathdene, commande by Captain Wilson and under charte by the French line. A subsequen message from the Nantucket lightshi stated that the Strathdene had bee sunk at 6 o'clock this morning an that the crew of "twenty men" wer parations to care for them had been made by Rear Admiral Austin M. Knight, commandant of the Narragansett Bay navai station and rear Admiral Elbert Gleaves, commander of the destroyer flotilla now at Newboott on the lightship. The steamer carried a crew of 34, so there was some doub as to whether the lightship had picked them all up or had correctly re-ported. The Strathdene sailed from New York for Bordeaux yesterday af-ternoon. She was of 4,321 tons and 375 feet in length. She was built in submarine six miles scatheast of Nantucket lightship and was attacked by gunfre and a torpedo. She re-mained afloat until 10:05 o'clock to-Greenwich in 1909 and was owned i

British Freighter Fired Upon Pursuing her hostile course, ubmarine next came up with submarine next came up with the West Point, bound from London for

ship. The Strathdene was attacked Newport News. The fate of the Brit"off lightship", the report stated and ish freighter was told in the followthe Bloomersdijk was sunk three miles ing wireless despatch from her comsouth of the lightship. She remained mander, Captain Harden, to the nashoat some time, going down at 8:05

The American steamer Mansan was held up three miles east of Nantucket lightship. She tready Position 40:25 position for the manual process despatch from her companies and first to the nash position for the nash position for

ting boat ready. Position 40:25 north 69 west. Get cutter." Later messages gave further details. One stated that the steamer was being shelled by the submarine when the message was sent at 11.15 a. m. A third message said that the vessel was reported that she had been torpedoed thirty miles southeast of Nantucket light. This message apparently was Nantucket.

The West Point Sinking.

The Boston navy yard at 1.30 o'clock received a message from the Kansan stating that the West Point was sinking and that the Kansan was going to her aid. The disabled vessel was then 55 miles distant and the Kansan was making 12 knots,

Later a private despatch added the information that the submarine after stopping the West Point ordered the crew into their small boats. The crew abandoned the ship, which was then toppedoed. It was in a sinking condi-tion when last reported.

Meantime the American Line steam-

ship Philadelphia, which left New York yesterday for Liverpool, had got-ten within the war zone and an S. O. S. wireless message was received by commander. He held his course

DESTROYERS BRING 216 PERSONS TO NEWPORT Rescued From Ships Sunk Off Nantucket Sunday.

Newport, R. I., Oct. 9 .- Four destroyers of the American flotilla came into harbor here early today bringing 216 persons rescued from the ships steamer. The destroyers were ordered 216 persons rescued from the ship out at the first report that the West sunk off Nantucket Sunday by a Ger Point had been torpedoed. The the-ory advanced tonight was that Com-mander Hans Rose of the U-53 came brought \$1, the Drayton 68, the Benham 36, the Jenkins 31. Thirty-five women and ten children are among those on the Ericsson. This information came by wireless in advance of the actual docking of the

> STEAMSHIP BLOOMERSDIJK CARRIED CREW OF FIFTY Intimated That International Compilcations Might Arise.

destroyers.

New York, Oct. 8 .- The steamship Bloomersdijk carried a crew of fifty men and a cargo of grain valded at \$500,000, consigned to the government of The Netherlands, according to W. Van Doorn, an official here of the Hol-land-America Line. He intimated that international complications

BELIEVE TWO GERMAN One of the Vessels Destroyed Was

Withdrawal of Rumanian Troops

THE REGION OF KRONSTADT. FOGORAS AND HERMANNSTADT

Austria-Germans Have Recaptured Kronstadt, the Most Important Commercial City in Transylvania-Little Change on Other Battlefields.

On none of the various battle fronts n Europe has any material change aken place. Probably the most imaken place. Probably the most im-portant development is the forced withdrawal of the Rumanian troops in the region of Kronstadt, Fogoras and Hermannstadt in the face of superior ers and crew, which took to the small important commercial city in Transylvania. In the Dobrudja region of Rumania the Russians and Rumanians are advancing southward against the are advancing southward against the Teutonic allies, according to Bucharest. In Macedonia the contending sides have been engaged for the most part in artillery duels. A like condition prevails on the Austro-Italian front. On the western front in France the British rave captured all of the town of Le Sars and also made gains north and northeast of Courcelott and southwest of Geudecourt. The Germans have recaptured from the British portions of trenches that had been taken from them in the region north of Les Boeufs. of Les Boeufs.

val men tonight that two German sub-marines are operating off the coast. The theory that there were two sub-marines operating was based partly on a report that one of the vessels de-stroyed was struck by three torpedoes. So far as known none of the crawt was sunk by shellfire.

Only eight torpedoes could be seen in the U-53 when she was here and at least six torpedoes appeared to have been used today

MANY AMERICANS WERE ON THE STEAMER STEPHANO

Was Sunk Off Nantucket Lightship Yesterday Afternoon-No Lives Lost Newport, R. I., Oct. 8 .- The British Patrol Vessels.

steamer Stephano, carrying nearly one hundred first and second cabin passengers, including many American tourists, was sunk off Nantucket lightship at 4.30 p. m. today, presumably by the German submarine U-53. The United States torpedo boat de-stroyer Baich reported the loss of the liner by radio to the naval station here, stating that the ship had been torpedoed. The message from the destroyer said that the crew was safe aboard the Balch but made no mention of the passengers, who, it was thought here, were also taken care of. liner by radio to the naval station here, stating that the ship had been torpedoed. The message from the destroyer said that the crew was safe aboard the Balch but made no mention of the passengers, who, it was thought here, were also taken care of.

Bound From St. Johns to New York.

The Stephano was in the regular visable.

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The press information and the first saking for the press information as to what was being done to protect British and French shipping from the submarine. The reply came that the Entitish commander-in-chief of the British commander-in-chief of the Particular of the patrolling fleet, was considering the particular of the passengers, who, it was thought here, were also taken care of.

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Ellis E. Shockman, cashier of the press information as to what was being done to protect British and French shipping from the submarine. The reply came that the Ellis to weight of parcel post particular of the passengers, who, it was thought here, were also taken care of.

Bound From St. Johns to New York.

The Stephano was in the regular visable. The Stephano was in the regular service of the Red Cross line and was bound from St. Johns, N. F., to New York. She was due in New York to-

morrow morning. Her agents were Bowring and Company, Limited, of Battery Place, New York. Confirmation of the rescue of the passengers by the Balch was containpassengers by the Baich was contain-ed in a later message sent by the de-stroyer to the naval station here. It was said that she had picked up the passengers and later had transferred the Americans to the destroyer Jen-

Rear Admiral Knight, commandant of the Narragansett naval district, message was sent at 11.15 a. m. A said that the passengers who desired to do so would be allowed to remain on the warships until morning and that every effort would be made by officers and men to make them as comfortable as possible. At the same time, san picked up the distress signals of the West Point and proceeded to be set on solver their wights. Nantucket. This message caused a confusion regarding the exact ossition of the freighter. The steamer Kan-san picked up the distress signals of the West Point and proceeded to her the west Point and proceeded to her the west Point and proceeded to her to be set on shore, their wishes would complied with as promptly as pos-

Members of the so-called Newpor ociety set were prompt to extend assengers, through Admiral Knight.
Mrs. Robert L. Beeckman, wife of
lovernor Beeckman, and Mrs. French Vanderbilt volunteered to take care of Vanderbilt volunteered to take care of as many refugees as possible.

Many of the passengers on the Stephano are residents of New York. At this time of year the Stephano carries a fairly heavy passenger list, made up of the last of the summer tourists who spend their summers in Newfoundland and in the Canadian maritime provinces. vinces.

Cargo Loss Not Heavy. The cargo loss of the Stephano, it was expected, would not be very neavy, as on her westbound voyage she

sually carried little freight nade up largely, as a rule of fish of and other fish products. The Stephano was a steel screw steamer of 2,143 tons, built in Glas-gow in 1911.

Her sister ship, the Florizel, left New York Friday for Halifax, N. S., and St. Johns, N. F.

U-53 ANCHORED IN NEWPORT HARBOR FOR THREE HOURS

Slipped Out and Submerged Just Inside the Three Mile Limit.

Boston, Oct. 8 .- The U-53, which anchored for three hours in Newport harbor yesterday afternoon while Com-mander Hans Rose sent ashore correspondence from Germany for the Ger-man ambassador, Count Von Bern-storff, and exchanged official calls with Rear Admiral Gleaves and Rear Admiral Austin M. Knight, commandant of the Narragansett Bay naval station, slipped out of the harbor and submerged just inside the three-mile limit at 7.05 o'clock last night,

Stopped an American Steamer At daylight today she turned up southeast of Nantucket and got in the way of the American steamer Kansan of the American-Hawalian company, bound from New York for Genoa by way of Boston, with freight. The Kansan was flying the American flag. She was stopped by the submarine at 5.50 o'clock. Assured that the Kansan was

Ward Liner is

TO HAMPTON ROADS

FLED BEFORE GERMANS 120M. OFF CAPE HENRY

Passengers and Crew Take to Small Boats and Were Later Picked Up By the Guard Cutter Onondaga-

Old Point Comfort, Va., Oct. 8. Radio messages received here tonight from the coast guard cutter Onondaga said that two tugs are towing the burning Ward Line steamer Antilla to Hampton Roads and that the passeng-

forces mainly made up of Germans. In the operations the Austro-Germans again recaptured Kronstadt, the most important commercial city in Transylvania. In the Dobrudja region of Rumania the Russians and Rumanians man at the Russians and Rumanians are advancing southward against the fire in the Antilla's cargo of dumance advancing southward against the ber and sugar. The cutter's captain reported that he thought the flames could be brought under control if help

were sent Escaped in Small Boats. The Onondaga reached the Antilla at 8:30 this morning in response to radio distress signals sent out by the

liner early last night. The passengers and crew in small boats were picked up and transferred to the cutter.

When picked up the Antilla was some 120 miles off Cape Henry and she should arrive there about noon tomorrow, according to marine observ-ers. The exact location or extent of the fire on the Ward liner is not known

The coast guard cutter Onondaga reported tonight that the fire on the Antilla virtually was under control. The hatches were battered down, the message said, but the services of the message said, but the services of a tug were needed to finally extinguish the flames. Besides the Onondaga, the yacht Pacifique and the steamers Morro Castle and Somerset are with the burning ship, whise passengers have been distributed to the cutter and the two steamers. the two steamers.

RUMORS OF FLEET OF GERMAN SUBMARINES

No Word From the British and French

Boston, Oct. 8.—During the day no word came from the British and French patrol vessels that have been watching the A-britic coast, from which vessels of the allies with munitions of war have daily set out. This afternoon a message was sent to Hallery of the word of the process of the allies with munitions of war have daily set out. This afternoon a message was sent to Hallery of the word of the process for August net income amountainty and the process for August net income amountainty.

Many Rumors Afloat. Many rumors were affost today ineluding one that a fleet of German submarines were off the coast. Anothr had it that the Germans had established a submarine base on the Cana-dian coast. Another speculation was that supply ships were co-operating with U-53. Those who held to the latter opinion pointed out that the submarine after ostensibly crossing the Atlantic unassisted arrived at port fully provisioned for three months and not requiring fuel or so much as a jug of water.

Samuel Prey, New England agent of

the American-Hawailan Steamship company, whose steamer, the Kansas, was halted today by a submarine, said tonight he had received no information from Captain Smith concerning the in-

The Kansas, which is under chart-er to the French-Canada line, was expected to arrive here this afternoon, but changer her course in response to distress calls from the steamer West Point. At one o'clock the Kansas no-tifled the Boston navy yard that she was fifty-five miles from the disabled steamer and expected to reach ber five hours, travelling at a speed of 12 St. Lawrence river.

The Kansas left New York with a cargo of steel and was coming to Boson on her way to Genoa to take on oard a big shipment of horses for the

SEVERAL STEAMSHIPS

ARE IN DANGER ZONE. Wireless Messages Sent Broadcast of Presence of Submarines.

Boston, Oct. 8 .- Within the immediate zone of possible further operations by the U-53 are several trans-liens by the U-53 are several trans-June 30 last, a deficit of \$289,0 Atlantic steamships under registry of against a deficit of \$282,977 in 1915. nations with which Germany is at war Also, the American Line steamer Philadelphia, with passengers and freight adelphia, with passengers and the from New York for Liverpool. is in the waters from which reports of a German submersible have come and the funds to aid in the prosecution of the Scandinavian-American liner Frederick VIII is approaching that part of the coast bound for New York from

lopenhagen. Better known among the vessels ubject because of their registry and their present positions to the subma-rine menace, are the French liner Es-pagne from Bordeaux for New York; he Anchor liner Cameronia, bound to New York from Glasgow and Liver-pool; and the Cunarder Aluania, only few hours out from New York for falmouth and London. Other vessels of lesser size were reported approxi- the same type.

mately in the same waters.

Most of these steamships
have received wireless word broadcast by radio stations to all ves-sels of the presence of the German submersible off the New England coast. This message as sent to steamships of Great Britain's merchant marine, was regarded as constituting orders to change courses. The result was indicated in messages tonight that this with the torpedo n vessel or that was siwinging in shore Star liner Canopic,

Condensed Telegrams

Col. Roosevelt will begin his western campaign tour on Oct. 16.

Prices of flour in Chicago advanced

About 6,000 workers at the Bayonne, N. J., plant of the Standard Oil Co., threaten to strike. Dr. Emil Deckert, professor of geo

grophy in the new Frankfort is dead

The body of Rev. Stephen MaGill, was found in a swimming pool at North Easton, Mass. The Russian-American Railway Se

curity Corporation has been chartered with a capital of \$260,000. The Associated Confectioners of the

United States set Oct. 14, as "candy day" throughout the nation. "Mother" Jones, who came to New

York from Arizona to help the street car strikers to win, has abandoned the Fire destroyed the three-story fac-tory of the Farmer Narrow Fabric Co., at Gossville, N. H., at a loss of \$180,-

Fort Wayne, Ind., was chosen for the 1917 meeting of the Women's Foreign Missionary Society of the Methodist

Corp. Leopold L. Lovell of Company

K., 2d Maine Infantry, was shot and killed at Laredo, Tex., as he walked Fire destroyed the bowling alleys of

the Albany, Council, Knights of Co-lumbus, on North Pearl street at a oss of \$3,000. The exports of copper for the week

ended Oct. 5, amounted to3,221 tons, against 4,267 tons in the corresponding week last year. The Norwegian steamship Forde, which left hio de Janeiro on Sept. 30 for Philadephia returned with her engines damaged.

Two white men were shot and killed and a third severely wounded by seven negroes in a race ria near Hihill, Beagher County, Mont.

Owing to the risks of North Sea traffic the Dutch Batavier Line has suspended its regular sailing between London and Rotterdam.

James O'Brien of Providence, R. I. who has been held since last summer on a charge of having murdered Beatrice Walter, was set free.

reports for August net income amounting to \$398,809, compared with \$233.070 in the same month a year ago.

Ellis E. Shockman, cashier of the turrows Bank at Burrows, Ind., con-essed the theft of \$10,000, after surrendering at the state Auditor's Office

The new government eight-hour day commission will first turn to Chicago and the middle west in their investicating of railway pay and hours

August J. Simpson, postmaster of Phoenicia, in the Catskills, for two years, was drowned while supervising work on a reservoir at the

waterworks. Orders for the return of the first leld hospital and the first battalion of the 22d Engineers have received from the War Department.

Deuartment.

Gen. Hugh L. Scott, chief of the army staff, who has been treated in a nospital at Washington for stomach uble, has returned to his home en-

in the Quebec Bridge to replace one which recently fell into the span in the Quebec Bridge to

Five prisoners escaped from the penitentiary annex at Hart's Island. using the motor boat Baxter, of the Prisons department, in their flight toward Connecticut.

The coastguard cutter Ossipee re ported that she had found the aband ned barges Aranac ing them to Rockland, Me.

The Boston-Cape Cod & New York Canal Co. reports to the Public Service Commission for the year ended June 30 last, a deficit of \$289,001 Emperor William of Germany

turned over all the royal gold plate and part of the crown jewels to the war. The corporation of Dublin is arranging for a special meeting to consider an offer by the National City Bank of

operations. The American Locomotive Co., has taken an order from the Chesapeake & Ohio Railway Co., for 25 Mallet type locomotives and one from the Wheeling & Lake Erie for 10 locomotives of

to the city for rebuilding and bousing

WHITE STAR LINE

Liner Canopic is Carrying 1,200 Passengers and a Valuable Cargo.

Boston, Oct. 8 .- Although several days removed from danger of contact with the torpedo menace, the White carrying 1,200 all his Submarine Showed No Colors.

Captain Smith of the Kansan reported that he had been stopped, in a wireless message to the captain of the Nantucket Shoals lightship. He said the submarine showed no colors but from his meagre description of the Struck by Three Torpedoes.

Newport, R. L., Oct. 8.—There is evilence accepted seriously by some native statistical that it was the U-53.

Washington View Submarine Action

DOES NOT PORTEND COMPLICA. TIONS WITH GERMANY

IF RIGHTLY CONDUCTED

None of the Ships Destroyed Appear Have Been Attacked Without Warning or Without Proper Measures for Safety of Those Aboard.

Washington, Oct. 8. - Submarine variare at the very doors of the Uniturther complications with Germany

so long as it is carried on within the imitations of international law.

That is the view of officials Washington tonight on the record of one day's operations, is which none of the ships destroyed appears to have been attacked without warning or without proper measures for safety of those

Academically at least, in interna-tional law, an allied ship destroyed by a German submarine just outside the three mile limit and in sight of Amer-ican shores is no different than a ship destroyed in the Arctic Ocean, provid-ed its destruction is accomplished in accordance with the laws of nations and humanity.

But despite the fact that it seems to make little difference on which par-ticular part of the high seas Germany rosecutes her newest submarine cam-aign, officials and diplomats see a situation filled with so many possi-bilities that it is almost impossible to enumerate them so long as commerce n and out of American ports is men-

May Raise Perplexing Questions.

The presence of a German subma-rine flotilla near American territorial waters, officials fear, may raise per-plexing questions of neutrality and in fact a most serious issue would be raised if the operations of the sub-mersibles were carried on so near to

mersibles were carried on so near to American ports as virtually to constitute a blockade.

At the outset of the war when allied cruisers hovered of New York so close that commerce was impeded, the United States, construing their operations as virtually a blockade, notified France and Great Britain of its objections and the ships were moved farther out to sea. The possibility of a similar situation resulting from submarine operations is foreseen.

The destruction of half a dozen ships within sight of the shores of the United States while American war-

within sight of the shores of the United States while American war-ships hovered near to take off the victims aroused reports of German bases and convoys. One renewed report was that large quantities of fuel oil had been submerged at points in the Gulf of Mexico, on the coast of Maine and on the Canadian coast. A con-jecture which was generally accepted as among the most likely possibilities was that the sumbarines are accompanied by merchant submersibles the Deutschland and Bremen ty loaded with torpedoes and ammuni-

More Than One Submarine.

Many officials leaned to that view and cointed out that one lone submarine 000 miles from a base would scarcely have spent torpedoes so prodigally did Commander Rose today un there was a supply close at hand. Naval officials thought it possible that one submarine could mave done to-day's work unaided, but they inclined strongly to the theory that probably a flotilla of Germany's newest U boats is offthe coast. It was regarded as sig-nificant that German embassy officials while disclaming any information, said they suspected there was more than

one submarine.

Opening of New Campaign. It was openly declared here tonight that today's operations marks the opening of an organized campaign in the waters adjacent to America against Rush orders have been placed in munitions of war. It is expected that attacks also will be directed at transports carrying troops from Canada and at British and French warships in patrol duty off the coast.

GOVERNMENT OFFICIALS ARE DEEPLY CONCERNED Are Making Efforts to Get All the In-

formation Obtainable. Long Branch, N. J., Oct. 8 .- President Wilson and government officials here expressed deep concern over the sinking of steamships off the Americal can coast by a German submarine, but up to a late hour no official word had been received indicating that interational complications would follow. The government officials were plainworried over the situation and made efforts to get all information obtainable, as quickly as possible. It was stated that the president would pay no attention to preliminary meagre reports and would keep his

mind open until definite information is uspplied through official sources.

The questions of administration oficials centered around whether any Americans had been lost and whether the vessels were warned in accordance with international law. It was stated hat a very thorough investigation would be made but that no hasty ac-

tion would be taken.

With the receipt of word of the sinking of the vessels so-near the American coast additional importance was attached to the visit here tomor-row of Count von Bernstorff, the Ger-man ambassador. While the engage-LINE ment of the ambassador with the president was to enable him to give Mr. Wilson a personal letter from the German emperor on Polish relief, it was taken for granted that the ac-tivities of the German submarine would be discussed. Count von Bern-

storff will see the president at two Count von Bernstorff has carried on all his negotiations over submarine warfare through Secretay Lansing and